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WESTON Ref. No.

01- 0027 -**01-0163** 

MCP PHASE I REPORT FOR LYMAN STREET PARKING LOT (OXBOW AREA D) AND CURRENT ASSESSMENT SUMMARY FOR USEPA AREA 5A

**VOLUME I OF IV** 

General Electric Company

Pittsfield, Massachusetts

February 1994

BLASLAND, BOUCK & LEE, INC.

### MCP PHASE I REPORT FOR LYMAN STREET PARKING LOT (OXBOW AREA D) AND CURRENT ASSESSMENT SUMMARY FOR USEPA AREA 5A

VOLUME I OF IV

GENERAL ELECTRIC COMPANY PITTSFIELD, MASSACHUSETTS

FEBRUARY 1994

BLASLAND, BOUCK & LEE, INC. 6723 TOWPATH ROAD, BOX 66 SYRACUSE, NEW YORK 13214

### MCP PHASE I REPORT FOR LYMAN STREET PARKING LOT SITE (OXBOW AREA D) AND CURRENT ASSESSMENT SUMMARY FOR USEPA AREA 5A

# TABLE OF CONTENTS

<u>VOLUME   OF IV</u>	Page
SECTION 1 - INTRODUCTION 1.1 General 1.2 Background Information 1.3 Format of Document	1-1  -   -2  -6
<ul> <li>2.1 General</li> <li>2.2 Past and Present Site Owners</li> <li>2.3 Past and Present Site Uses</li> <li>2.4 Hazardous Materials Description</li> <li>2.5 History of Disposal Methods</li> </ul>	2-1 2-1 2-2 2-3 2-3 2-4 2-4
<ul> <li>3.1 General</li> <li>3.2 Geographic Location of Site</li> <li>3.3 Site Mapping and Photographs</li> <li>3.3.1 Site Mapping</li> <li>3.3.2 Site Photographs</li> </ul>	3-1 3-1 3-1 3-1 3-1 3-2
3.4 Physical Characterization 3.4.1 Climate, Topography, Surface Drainage and Vegetation 3.4.2 Geology 3.4.3 Hydrogeology 3.6 Description of Present Conditions 3.6 Utility Locations 3.7 Other Site Information 3.7.1 Identification of Water Supplies 3.7.2 Past and Present Land Use 3.7.3 Surface Water Identification	3-2 3-3 3-5 3-5 3-6 3-6 3-7 3-7 3-8
4.1 General 4.2 Pre-MCP Investigations 4.2.1 November 1986 Investigation 4.2.2 May 1987 Investigation	4-I 4-I 4-2 4-3 4-3
4.3 MCP Investigations 4.3.1 Soil Borings and Data 4.3.2 Groundwater Monitoring	4-3 4-4 4-5 4-9 4-9





### MCP PHASE I REPORT FOR LYMAN STREET PARKING LOT SITE (OXBOW AREA D) AND CURRENT ASSESSMENT SUMMARY FOR USEPA AREA 5A

# TABLE OF CONTENTS

(Continued)

4.3.2.2 Water Level Data 4.3.2.3 Groundwater Sampling and Analysis 4.3.2.4 Sampling and Analysis of NAPL 4.3.3 Hydrogeoiogic Testing 4.3.3.1 Pump Tests 4.3.3.2 Slug Tests 4.3.4 Geophysical investigations 4.3.5 Summary of Soil Gas Data 4.3.6 Overall Hydrogeologic Assessment 4.3.6.1 Information on Geology and Soils 4.3.6.2 information Relating to Groundwater	4-14 4-I 5 4-17 4-18 4-19 4-20 4-21 4-23 4-23 4-23
SECTION 5 - MISCELLANEOUS SOILS INVESTIGATIONS	5-1
SECTION 6 - AIR MONITORING	6-1
SECTION 7 - FATE AND TRANSPORT CHARACTERISTICS 7.1 General 7.2 Characterization of Detected Hazardous Materials 7.2.1 Volatiles 7.2.1 1 Ketones 7.2.1.2 Aromatics 7.2.1.3 Halogenated Compounds 7.2.2 Semivolatiies 7.2.2.1 Polychiorinated Benzenes 7.2.2.2 Ketones 7.2.2.2 Ketones 7.2.2.3 PAHs 7.2.2.4 Phthalate Esters 7.2.3 PCBs 7.2.4 PCDDS/PCDFs 7.2.5 Pesticides 7.2.6 Metals 7.2.7 Sulfides	7-I 7-I 7-3 7-3 7-3 7-4 7-5 7-6 7-6 7-6 7-7 7-8 7-9 7-9
SECTION 8 - MIGRATION PATHWAYS AND EXPOSURE POTENTIAL 8.1 General 8.2 Potential Migration Pathways 8.2.1 Migration from Surficial Soil 8.2.2 Migration from Subsurface Soil/Fill 8.2.3 Migration Via Oil 8.2.4 Migration Via Groundwater 8.3 Potential for Human Exposure 8.4 Potential impacts to Environmental Receptors	8-I 8-I 8-I 8-2 8-3 8-3 8-4 8-4

### MCP PHASE I REPORT FOR LYMAN STREET PARKING LOT SITE (OXBOW AREA D) AND CURRENT ASSESSMENT SUMMARY FOR USEPA AREA 5A

# TABLE OF CONTENTS

(Continued)

9-I

SECTION 9 - OIL SEEPAGE CONTROL MEASURES

9	9.1 General 9.2 Review of Prior STM Activities 9.2.1 Initial Activities 9.2.2 Supplemental STM Activities 9.2.3 Re-evaluation of Proposed STMs 9.2.4 implementation of Active Recovery 9.3 Current and Planned Oil Seepage Control Measures	9-I 9-I 9-2 9-4 9-6 9-7			
SECT	ION 10 - IDENTIFICATION OF DATA NEEDS	1 o-1			
•	ION 11 - CONCLUSIONS AND FUTURE ACTIVITIES 11.1 Conclusions 11.2 Future Activities	11-1 11-1 1 l-3			
REFER	RENCES				
TABLE	ES .				
1-1	Summary of Studies Conducted Related to the Lyman Street Parking	Lot			
2-I 3-1	Site: 1986-I 992. Summary of Hazardous Constituents Detected to Date Summary of Property Owners Adjacent to the Lyman Street Parking Lot Site				
3-2	Historical Aerial Photographs which Depict the Lyman Street Parking Lot				
4-I	Summary of Pre-MCP Groundwater Analytical Data - Former Oxbow	Area			
4-2 4-3	Summary of Pre-MCP Soil Analytical Data - Former Oxbow Area D Summary of MCP Soils PCB Data				
4-4	Summary of MCP Soils Appendix IX+3 Volatiles Data				
4-5	Summary of MCP Soils Appendix IX+3 Semivolatiles Data				
4-6	Summary of MCP Soils Appendix IX+3 Pesticides/Herbicides Data				
4-7 4-8	Summary of MCP Soils Appendix IX+3 PCDD/PCDF Data				
4-6 4-9	Summary of MCP Soils Appendix IX+3 Metals Data  Monitoring Well Construction and Water Level Summary				
4-J 4-I 0	LNAPL and Water Level Data - April 10, 1991				
4-11	LNAPL, DNAPL, and Water Level Data - September 5, 1991				
4-12	LNAPL and Water Level Data - November 21, 1991				
4-13	Summary of MCP Groundwater PCB Data				
4-14	Summary of MCP Groundwater Appendix IX+3 Volatiles Data				
4-1 5	Summary of MCP Groundwater Appendix IX+3 Semivolatiles Data				
4-16	Summary of MCP Groundwater Appendix IX+3 Pesticides/Herbicides	ı)ata			



### MCP PHASE | REPORT FOR LYMAN STREET PARKING LOT SITE (OXBOW AREA D) AND CURRENT ASSESSMENT SUMMARY FOR USEPA AREA 5A

# TABLE OF CONTENTS

(Continued)

- 4-17 Summary of MCP Groundwater Appendix IX+3 PCDD/PCDF Data 4-18 Summary of MCP Groundwater Appendix IX+3 Metals Data
- 4-19 Summary of MCP NAPL Appendix IX+3 Data
- 4-20 NAPL Physical Properties
- Summary of Ambient Air PCB Concentrations: August 20, 1991 August 6-I
- 7-1 Physical and Chemical Properties of Select Constituents

### **FIGURES**

Figure	1-1	Location Plan
Figure	1-2	Site Plan
Figure	3-1	Summary of Adjacent Property Owners
Figure	3-2	Select Historical Aerial Photos
Figure	3-3	1992 Wind Rose
Figure	4-1	Existing Monitoring Well and Soil Boring Location Map
Figure	4-2	Summary of Soil PCB Data
Figure	6-1	Miscellaneous Soils Investigation Data

### **APPENDICES**

### **VOLUME II OF IV**

Appendix Appendix Appendix Appendix	B C	Detailed Topographic Map 1940 City of Pittsfield Mapping Pittsfield Zoning Map Geraghty & Miller, January 1987, Report Entitled 'Environmental Assessment of General Electric Property in the Vicinity of Lyman
		Street, Pittsfield, Massachusetts'
Appendix	Е	Geraghty & Miller, June 18, 1987, Letter from Dennis Colton to
		James Thayer of GE, RE: Lyman Street - Third Assessment
Appendix	F	Geraghty & Miller, November 9, 1989, Letter from Douglas J.
		Newton and Dennis Colton to Kristen Begor of GE, RE: Results
		of Hydrogeological Investigation Conducted for the Old Oxbow
		Areas (Information not relevant to the Lyman Street Parking Lot Site has been excluded)
Appendix	G	Geraghty & Miller, March 1991, Amended Report on the Housatonic River Oxbow Area D
Appendix	Н	Geraghty & Miller, May 1991, Appendix B from Report Entitled Short-Term Measures Proposal Housatonic River, Oxbow Area D
Appendix	1	Boring and Well Construction Diagrams for Recovery Well RW-2 and Piezometers P-1 through P-6



# MCP PHASE | REPORT FOR LYMAN STREET PARKING LOT SITE (OXBOW AREA D) AND CURRENT ASSESSMENT SUMMARY FOR USEPA AREA 5A

# TABLE OF CONTENTS (Continued)

Appendix J Weekly Groundwater Level Data - January 1992 through August 1993

Appendix K Information related to Miscellaneous Soils Investigations

Appendix L Zorex Environmental Engineers, Inc., November 1993, Book 1 of 3 of Report Entitled 'Ambient Air Monitoring for PCB. May 4, 1993 to August 17, 1993'

### **VOLUME III OF IV**

Appendix M Golder Associates, January 1992, Report Entitled 'Additional Hydrogeologic Assessment and Short-Term Measure Evaluation and Proposal, Lyman Street Parking Lot (Oxbow Area D)'

### VOLUME IV OF IV

Appendix N Laboratory Analytical Data Sheets from MCP Investigations

### SECTION 1 - INTRODUCTION

### 1.1 General

This report has been prepared on behalf of GE by Blasland, Bouck & Lee, Inc., to meet two sets of requirements applicable to the General Electric Company (GE) facility in Pittsfield, Massachusetts. First, the report constitutes a Phase I - Limited Site Investigation Report on the Lyman Street Parking Lot (former Oxbow Area D), as required by the Massachusetts Department of Environmental Protection (MDEP), pursuant to the Massachusetts Contingency Plan (MCP) and a Consent Order executed by GE and the MDEP in May 1990. Second, this document constitutes a Current Assessment Summary (CAS) Report for the area designated as USEPA Area 5a, pursuant to the requirements of a permit issued to GE by the United States Environmental Protection Agency (USEPA) under the corrective-action provisions of the Resource Conservation and Recovery Act (RCRA) as amended. by the Hazardous and Solid Waste Amendments of 1984 (HSWA). That permit was originally issued in February 1991 and was reissued, as modified, effective January 3, 1994.

GE previously submitted a MCP Phase | Report for the Lyman Street Parking Lot to the MDEP on March 16, 1992 (Blasland & Bouck, March 1992). That report was conditionally approved by the MDEP in a letter dated August 7, 1992. The MDEP's August 7, 1992 letter also provided classification of the Lyman Street Site as a priority disposal site under the MCP for which further remedial response action is necessary. It also stated that a Scope of Work (SOW) for a Phase II - Comprehensive Site Assessment was required to be submitted within 90 days of the date of the letter. In response, GE submitted a MCP Phase II SOW on November 5, 1992 (Blasland & Bouck, November, 1992).

When the MCP Phase I Report and the Phase II SOW were prepared, the USEPA Corrective-Action Permit (the 'Permit') was stayed pending resolution of

an appeal of the Permit by GE and others. Following that appeal, USEPA modified certain portions of the Permit and issued final Permit modifications on December 1, 1993. The modified Permit became effective on January 3, 1994.

The MDEP and the USEPA have executed a Memorandum of Understanding (MOU) that provides for coordination between them in reviewing GE's submittals. As part of the MOU, certain submittals prepared by, or on behalf of GE, pursuant to the Permit and the May 1990 Consent Order are to be prepared jointly in order to facilitate a coordinated agency review.

The MCP Phase I Report and the Phase II SOW previously submitted to the MDEP were not prepared to serve as documents subject to joint agency review. As such, these two documents have been revised to serve this purpose. As indicated above, this report is not only a revised MCP Phase I Report, but also a Current Assessment Summary. The November 1992 MCP Phase II SOW has also been revised to serve as a MCP Phase II SOW and a RCRA Facility Investigation (RFI) Proposal pursuant to the Permit and is being submitted concurrently with this document under separate cover. In addition, a Preliminary Health and Environmental Assessment (HEA) Proposal is being submitted under separate cover.

### 1.2 Backoround Information

Prior to World War II, the stretch of the Housatonic River which flows through Pittsfield, Massachusetts, was characterized as a meandering stream.

As such, the river contained a series of alternating bends, or oxbows, as well as lowland areas.

In an effort to reduce the flooding potential of the Housatonic River, the City of Pittsfield, in a joint program with the U.S. Army Corps of Engineers during the 1940s, altered the natural course of the river to form a relatively straight channel. In order to accomplish this, a total of 11 oxbows or lowland

areas, which had previously conveyed river flows, were deliberately isolated from the newly formed channel of the river.

These former oxbows were subsequently filled with various materials. There are no known records as to the specific sources or types of material used as fill (apart from recent sampling data). Oxbow Area D, one of the 11 areas which had been isolated from the river channel and then filled, was later paved for use as the existing Lyman Street Parking Lot. This lot is surrounded by a high fence, except along the steep and vegetated riverbank. Figure 1-1 presents a general location plan of the Lyman Street Parking Lot Site, including 500 feet and one-half mile radii, while Figure 1-2 provides a more detailed illustration of the physical features associated with the site.

A significant number of investigations have been conducted at and near the Lyman Street Parking Lot Site. A summary of studies performed to date is presented in Table 1-1. A brief discussion of these studies is provided below.

Between August 1986 and May 1987, GE conducted three separate investigations in the vicinity of the Lyman Street Parking Lot to assess groundwater and/or soil quality at the site. These investigations were conducted on GE property north, northwest, and northeast of the Lyman Street Parking Lot Site (Geraghty & Miller, December 1990).

In October 1988, well points were installed adjacent to each of the 11 former oxbow areas to determine whether these areas were affecting the quality of groundwater discharging to the Housatonic River (Geraghty & Miller, December, 1990). Groundwater samples collected from wellpoint WP-6, adjacent to the Lyman Street Parking Lot Site, revealed the presence of several volatile and base/neutral priority pollutant compounds, notably chlorobenzene and benzene, as well as trace levels of PCBs.

Additional investigations were carried out at the site in August 1989, including the drilling and sampling of six soil borings. Two of those borings

were located within the former river channel of this oxbow and were completed as monitoring wells. The results of these investigations indicated the presence of PCBs as well **as** several volatile and base/neutral organic compounds in both the soil and the groundwater (Geraghty & Miller, December 1990).

In May 1990, GE and the MDEP executed a Consent Order requiring investigations and studies of the Housatonic River and its former oxbow areas under the MCP. In June 1990, pursuant to that Consent Order, GE submitted a MCP Phase II SOW for the Housatonic River and its oxbows (Blasland & Bouck, June 1990a). That SOW called for the drilling of five additional soil borings in Oxbow Area D (the Lyman Street Parking Lot Site), with two of them to be completed as monitoring wells.

In August 1990, during a reconnaissance, via canoe, of the Housatonic River by personnel from GE and the MDEP, seepages of small amounts of oil were observed entering the river in the vicinity of the Lyman Street Parking Lot Site. In order to contain any release of oil into the river, GE promptly installed, as a short-term measure (STM), an oil-absorbent boom along the river bank in this area. In addition, based on the results of a water and sediment sample collected near the boom, GE offered to immediately implement the activities described in the Housatonic River MCP SOW for the Lyman Street Parking Lot. Additional details on both the progression of STM activities and those proposed as part of on-going activities are described in Section 9.

By letter of August 24, 1990, the MDEP conditionally approved the Housatonic River MCP SOW and directed GE to propose an additional STM to address the seepage of oil into the river adjacent to the Lyman Street Parking Lot Site. In September and October 1990, the field activities described in the Housatonic River SOW for the Lyman Street Parking Lot Site were carried out by Geraghty & Miller: and on December 3, 1990, GE submitted to the MDEP an

1-4

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initial proposal for additional STMs at that site (Geraghty & Miller, December 1990).

On December 27, 1990, the MDEP notified GE that the Lyman Street Parking Lot Site would henceforth be treated as a separate 'Related Site' under the May 1990 Consent Order, and would be classified as within Phase I of the MCP process. On January 4, 1991, the MDEP approved GE's initial STM proposal for the site. The activities described in that initial proposal were then carried out and reported to the MDEP, together with an STM design proposal on May 10, 1991 (Geraghty & Miller. May 1991). In the meantime, Geraghty & Miller had reported to GE the results of the MCP field investigations carried out at the site in the fall of 1990 (Geraghty & Miller, March 1991).

GE's May 1991 STM proposal was designed to address the presence of light non-aqueous phase liquids (LNAPLs) that had been identified at the site. However, while that report was under review by the MDEP, GE notified the MDEP that, due to the potential presence of dense non-aqueous phase liquids (DNAPLs) at the Lyman Street Parking Lot, further hydrogeologic assessment at the site and future evaluation of potential STMs would be necessary before finalizing the STMs. GE then retained Golder Associates of Mt. Laurel, New Jersey (Golder), to develop a revised proposal for such work, and that proposal was submitted to the MDEP on August 29, 1991 (Golder, August 1991). The MDEP conditionally approved that revised proposal by letter of October 9, 1991.

On January 6, 1992, a report presenting Golder's further hydrogeologic assessment of the site, its evaluation of possible STMs, and a proposal for specific STM activities at the site was submitted to the MDEP (Golder, January 1992). The MDEP conditionally approved that report and proposed an STM by letter dated February 11, 1992. Additional information regarding that STM, as well as prior STMs implemented at the Lyman Street Parking Lot Site, is presented in Section 6 of this document.

The MDEP's letter of October 9, 1991 also reiterated that a Phase I Report on the Lyman Street Site would be required. However, it noted that no additional field work, apart from that proposed by Golder, would be necessary and that the Phase | Report could incorporate the results of Golder's investigation to the extent possible. A MCP Phase | Report was prepared on behalf of GE by Blasland & Bouck Engineers, P.C., and submitted to the MDEP on March 12, 1992. In accordance with MDEP's letter of October 9, 1991, that report incorporated the results of prior activities and reports that had been submitted to the MDEP on the Lyman Street Parking Lot Site.

The MCP Phase I Report was conditionally approved by the MDEP on August 7, 1992. The MDEP concurred with GE's recommendation to classify the Lyman Street Parking Lot Site as a priority site at which further remedial response action is necessary.

Following submission of the MCP Phase | Report, a number of additional actions were taken at the site. In April 1992, GE closed the Lyman Street Parking Lot and locked the gates to further restrict access. In addition, GE has proceeded with STM activities outlined in the January 1992, Golder STM Proposal. These activities are discussed in more detail in Section 9.

### 1.3 Format of Document

This document is divided into several sections. Section 2 describes the location history of the site, including discussions of the solid waste management unit (SWMU) at the site, previous site ownership and use, hazardous materials found at the site, disposal methods, and the history of releases. Section 3 describes the geographic location of the site, site mapping and photographs, physical site characterization, description of present conditions, utility locations, and potential migration pathways. Section 4 presents a brief discussion of investigations performed prior to the May 1990 Consent Order and a more

detailed discussion of the more recent MCP Investigations, including a discussion of the results of soil boring and groundwater sampling programs, as well as hydrogeologic and geophysical information. Section 5 presents information and the results related to several miscellaneous soil investigations performed at the Lyman Street Parking Lot Site. Section 6 provides a summary of ambient air monitoring at the site as part of a GE facility air monitoring program under the MCP. Section 7 presents a discussion of the fate and transport characteristics associated with those constituents found at the site. Section 8 discusses migration pathways and exposure potential at the site. Section 9 reviews the existing and planned short-term/interim measures designed to prevent or minimize the release of oil and hazardous materials from the site. Section 10 identifies remaining data needs. Section 11 presents conclusions and future activities at In addition, Appendices A through N provide supporting information the site. referenced in this report.

### SECTION 11 - CONCLUSIONS AND FUTURE ACTIVITIES

### 11.1 Conclusions

As discussed in the previous sections of this report, numerous investigative and STM-related activities have been conducted at the Lyman Street Parking Lot Site. The following is a summary of the key findings of the work to date:

- The extent of the Lyman Street Parking Lot Site includes the paved and fenced Lyman Street Parking Lot, the riverbank of the Housatonic River adjacent to the Lyman Street Parking Lot (which is not fenced, but has a guard rail along the edge of the parking lot), and a small portion of an unpaved area to the north. The area to the north is included in the site definition based on a visual characterization of a boring placed in that area where fill material, containing PCBs up to 8.9 ppm, was found that is consistent in nature with some of the fill materials characterized in the Lyman Street Parking Lot.
  - Fill materials have been detected beneath the Lyman Street Parking Lot. The extent of fill materials has been fairly well defined, although additional data collection activities are proposed to better define the extent of these materials in several areas.
- The presence of LNAPL and DNAPL has been confirmed at the site.
   A number of on-going STM-related activities have been implemented to reduce the occurrence of intermittent oil seeps into the boomed area of the Housatonic River as well as to assist in active and passive recovery of these materials. These activities are described in Section 9.
- Through an evaluation of boring logs and several geophysical efforts,
   the site's hydrogeology has been well defined, although additional



information is needed in several areas. One of the findings of this previous work is the definition of the bottom of the former oxbow, which consists of a silt aquitard, that may influence both the location and potential movement of DNAPL at the site.

- A number of constituents (notably including PCBs, chlorabenzene, ethylbenzene, xylenes, naphthalene, phenanthrene, and pyrene) have been detected in site soil and groundwater. A data need has been identified that involves further investigation of the extent of these constituents in these media.
- Groundwater samples collected upgradient of the Lyman Street Site
  have been found to contain several VOCs (tetrachloroethene and 1,1,1trichloroethane) at concentrations at or below 0.0023 ppm. A data
  need has been identified involving further investigation of groundwater
  quality upgradient of the site.
- Surficial soils (located on a berm inside the fenced perimeter of the Lyman Street Parking Lot) have been sampled and analyzed for PCBs as part of several miscellaneous soils investigations. PCBs were found to range from 0.8 to 60 ppm. A data gap has been identified related to the potential presence of constituents in the surficial soils along the riverbank and in the southern portion of Lot No. 2.
- Air monitoring conducted at the site has detected the presence of PCBs in the ambient air at the site under various meteorological conditions. Additional air sampling has been proposed (at the Silver Lake Site) to evaluate the validity of the low-volume sampling method used for the low-elevation samples taken from the riverbank area of the site.
- As discussed in Section 4, groundwater from the Lyman Street Site discharges to the Housatonic River. Analytical groundwater data from

the site indicates the presence of PCBs and a number of VOCs and While these constituents may be entering the Housatonic River svocs. with groundwater, previous sampling and Appendix IX+3 analysis of the surface water samples in the Housatonic River both upstream and downstream of the Lyman Street Parking Lot Site was conducted as discussed in Section 5.4.4 of the MCP interim Phase II Report/CAS for Housatonic River (Blasland 8 Bouck, December 1991). The results of this sampling activity, presented in Table 5-6 of that report, did not indicate any significant contribution of PCBs or VOC/SVOC constituents to the water column from the Lyman Street Parking Lot Site. Those constituents were not detected in the water column at the Lyman Street Bridge (just downstream of the site) at concentrations above their quantitation limits, except for chlorobenzene, which was not found at a significantly higher concentration than in upstream samples.

Based on the Preliminary Site Assessment and Interim Site Classification forms contained in the MCP Phase | Report for Lyman Street Parking Lot (Oxbow Area D) (Blasland & Bouck, March 1992). the MDEP has classified the site as being a priority site for which further remedial response is necessary. The future activities for the site are discussed below.

### 11.2 Future Activities

Section 10 of this document has identified several data needs concerning the presence and extent of hazardous materials at the Lyman Street Parking Lot/USEPA Area 5a. The separately bound MCP Phase II SOW/RFI Proposal for this site describes activities intended to address those data needs. Following MDEP/USEPA approval of this MCP Phase I Report/CAS and the separately bound MCP Phase II SOW/RFI Proposal, the activities described in the latter document will be performed. After the performance of these activities, all data will be

compiled, presented, and interpreted in a MCP Interim Phase II Report/RFI Report, which will be submitted for MDEP/USEPA review and approval. same time, a Risk Assessment Scope of Work/Supplemental HEA Proposal (which will be more detailed than the Preliminary HEA Proposal being submitted concurrently with this document) will be submitted for MDEP/USEPA review and If, upon review of the Interim Phase II/RFI Report, is should be approval. determined that supplemental field investigations are necessarv. investigations will be proposed and (after approval) carried out, and a Supplemental MCP Phase II Report/RFI Report will be submitted for review prior to performance of the risk assessment. After performance of the risk assessment activities, the MCP Final Phase II Report (including the risk assessment) and the Health and Environmental Assessment Report will be submitted, together with a Media Protection Standards Proposal for this site.